

# APPENDIX C: PUBLIC PARTICIPATION, CONSULTATION, AND COOPERATION

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## Table of Contents

Public Participation Overview .....	C-2
Considering the Needs of All Transportation System Users .....	C-3
Public Participation Plan .....	C-4
Public Participation Summary .....	C-5
Websites and Interactive Tools.....	C-5
Monthly Newsletter .....	C-6
Tahoe Talks .....	C-6
Spanish Language Outreach.....	C-6
Association Meetings .....	C-7
Connections 2015 .....	C-8
Community Open Houses .....	C-9
Informational Meetings .....	C-10
Public Hearings.....	C-10
Online Opportunities & Surveys .....	C-10
Survey Results .....	C-11
California Senate Bill 375 Requirements for Public Outreach .....	C-16
Ongoing Outreach and Engagement.....	C-19
Agency and Inter-Governmental Consultation and Cooperation Overview .....	C-20
Technical Advisory Committee .....	C-21
The Washoe Tribe .....	C-22
Local Jurisdictions and Districts .....	C-23
State and Federal Agencies.....	C-23
Local Emergency Services .....	C-24
Neighboring Transportation Agencies and Tribal Governments .....	C-24
Private Sector and Advocacy Groups.....	C-25
Plans Reviewed for Consistency .....	C-25
Local .....	C-25
State .....	C-26
Regional.....	C-27

## Public Participation Overview

Input from the public, including residents and visitors, shapes the vision, goals, and projects in this plan and the direction of the transportation system. Public outreach is an ongoing process across all transportation plans and projects. Outreach includes gathering input from stakeholder groups, making draft documents available to the public, and extensive proactive and quantitative methods including surveys, door-to-door interactions, online information, and workshops. All the input gathered helps inform and direct the update of the regional transportation plan.









The multiple plans that support the regional transportation plan also included frequent interactions with the public and gathered input on a variety of transportation topics. TRPA also works with agency partners and the community on location-specific projects, such as the design of safe routes to schools, and on larger regional planning issues, such as connecting the trail network or improving the quality of the travel experience through busy highway corridors. TRPA also actively engages with partners and the public both within and outside of the Lake Tahoe Region.



**Meyers Corridor Project Outreach**

Photo: Alta Planning + Design

### **Multiple themes and goals generated from the public are integrated into the 2017 Regional Transportation Plan.**

-  Increasing quality-of-life and environmental benefit through reducing the high numbers of cars arriving and leaving the Region at the same time;
-  Improving access to recreation areas, including maintaining access for backcountry sports during the wintertime;
-  Implementing beach or recreation shuttles;
-  Increasing bicycle carrying capacity on transit;
-  Better advertising, wayfinding signage, and web or mobile based information for transit and active transportation services and facilities;
-  Increasing safety for people walking, riding bicycles, and driving, with specific needs called out at locations in Kings Beach and Zephyr Cove;
-  Providing bus shelters and amenities in areas with high use by residents and visitors;
-  Accelerating implementation of all improvements to the transportation system.



Ayúdenos a mejorar el ciclismo, el caminar, y la seguridad en su comunidad.

### Reunion Comunitario para el Plan de Transporte Activo

**Martes, 14 de abril, 5:30-7:30 pm**  
Biblioteca Pública de South Lake Tahoe,  
1000 Rufus Allen Blvd. South Lake Tahoe, CA

**Jueves, 16 de abril, 5:30-7:30 pm**  
Escuela Primaria de Kings Beach,  
8125 Steelhead Ave. Kings Beach, CA

Intérprete español disponible. Se proporcionaran aperitivos y cuidado de niños.

Completa nuestra encuesta:  
**[tahoempo.org/ATPsurvey](http://tahoempo.org/ATPsurvey)**

#### 2016 Active Transportation Plan Advertisement

benefits and burdens. This includes the full and fair participation by all potentially affected communities in the transportation decision-making process.”<sup>1</sup>

The proposals in this plan support social and environmental justice and TRPA’s Title VI Plan adopted in May 2015. Extensive outreach to disadvantaged groups is part of TRPA’s Public Participation Plan and TRPA has worked to increase outreach to and communication with traditionally underrepresented and underserved populations to understand their views and needs of the transportation system. Proposed projects have been analyzed to consider and avoid adverse environmental and health impacts on these communities.

The investments proposed in this plan aim to better connect jobs, services, and recreational opportunities for all residents, workers, and visitors regardless of age, race, income, national origin, or physical ability. Over the last four years, TRPA has continued to expand public outreach activities to better reach and assess possible adverse effects on traditionally underserved communities by enhancing Spanish language outreach, launching a monthly transportation email newsletter, partnering with several Lake Tahoe organizations to hold an ongoing series of brown-bag lunch talks, and regularly attending a variety of standing association meetings. TRPA involves the public, stakeholder groups, community-based organizations, federal, state, local agencies, tribal governments, and local elected officials early in the planning process to apply a range of ideas and solutions to current transportation issues. To ensure input from a large and broad range of residents and visitors, TRPA followed the guidelines of the 2016 Lake Tahoe Public Participation Plan, developed in accordance with federal and state requirements.

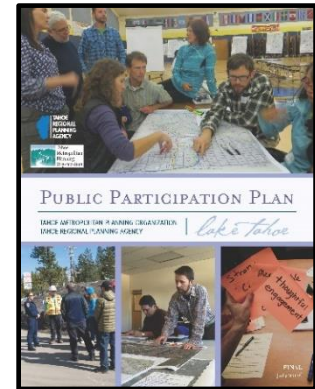
Title VI of the Civil Rights Act states that “no person in the United States, shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance.” In 1994, this requirement was expanded to include low-income populations. Both federal and state laws have continued to advance the cause of social equity, also known as environmental justice, through numerous guidelines and orders. Environmental Justice as defined by FHWA means “identifying and addressing disproportionately high and adverse effects of the agency’s programs, policies, and activities on minority and low-income populations to achieve an equitable distribution of

<sup>1</sup> California Transportation Commission, 2017.

## Public Participation Plan

In accordance with federal and state requirements, TRPA maintains and regularly updates its public participation plan<sup>2</sup> which outlines the process for providing citizens, affected public agencies, advocacy organizations, and all other stakeholders with reasonable opportunities to be involved in the transportation planning process. The development of the public participation plan includes two public workshops and provides a 45-day public comment period.

Continual plan updates enable TRPA to stay up-to-date with best practices for community engagement. Over time, new methods are incorporated into standard outreach activities. TRPA tracks the effectiveness of outreach strategies to ensure outreach is effective and that the agency continues to innovatively engage with the public in their preferred way.



The 2016 Public Participation Plan outlines standard activities and specific outreach tools that can be utilized based on project and target group type. The most significant shift in TRPA transportation outreach is a focus on attending regularly scheduled meetings and incorporating door-to-door outreach for traditionally underserved and underrepresented communities. These strategies help build long lasting relationships, increase the number of well-informed constituents, and better reach historically underserved populations. The public participation plan includes protocols for public outreach for the regional transportation plan and sustainable communities strategy.

**Table C.1: Regional Transportation Plan / Sustainable Communities Strategy Outreach Protocol**

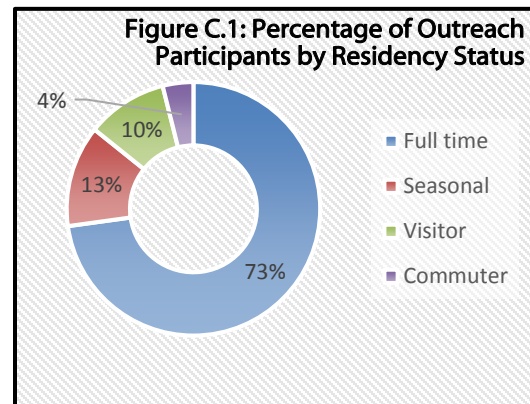
Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
Time Required	Two	30-day comment period and circulated not less than 55 days before adoption of a final	60-day incorporation period
Locations	North & South Shore	E-mail, written mail, and fax	In document alterations & comment/ response posted on TRPA website
General Details	Central locations, ADA accessible, Public Transit accessible, information available online	Two public hearings in different parts of the Region	Comments and responses will be summarized and provided to TRPA/TMPO Board
Additional Services	Targeted workshops for Spanish speaking community & visualization techniques	If final RTP differs significantly from the draft, an additional 10-day public comment period added	Comments and responses will be summarized and provided to TRPA/TMPO Board
AMENDMENTS			
Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
Administrative	None	7-day public review period	In document alterations & comment/ response posted on TRPA website
Formal (conformity analysis triggered)	Monthly TTC meeting and advertised on TRPA website	30-day public review period	Comments and responses will be summarized and provided to TRPA/TMPO Board

<sup>2</sup> TRPA, 2016. [www.linkingtahoe.com](http://www.linkingtahoe.com)



## Public Participation Summary

For the 2017 Regional Transportation Plan / Sustainable Communities Strategy, TRPA developed a comprehensive outreach strategy for the regional transportation plan and other, ongoing relevant plan development outreach activities. TRPA also received a grant from the Federal Highway Administration for stakeholder outreach assistance, provided by the Community Transportation Association of America which assisted in broadening outreach methods. Table C.2 outlines the outreach strategy used specifically for the update of this regional transportation plan. A detailed discussion of each engagement activity and outreach methods are also described below.



**Table C.2: Summary of the Regional Transportation Plan Outreach Strategies**

Outreach Strategy			
Target Audience	Citizens, visitors, commuters into the Region, affected public agencies, neighborhood and community groups, providers of transportation, advocacy groups, private industry, freight providers, and other groups who may use or be affected by the transportation system.		
			Number of People Reached
Outreach Methods	Proactive Outreach	Workshops	485
		Tahoe Talks	
		Association Meetings	
		Event Booths	
	Quantitative Outreach	Surveys	327
	Traditionally Underserved: Latino Community	Door-to-Door & Surveys	111 <sup>3</sup>
TOTAL			812

## Websites and Interactive Tools

Various websites and interactive tools make it easier for the public to find transportation information.

- [www.linkingtahoe.com](http://www.linkingtahoe.com) is a partnership between TRPA and TTD to provide links to regional-level transportation plans and projects, all of which are considered part of the 2017 Regional Transportation Plan. This website also provides information on public input opportunities and the public can also sign up for the monthly newsletter.
- <http://www.trpa.org/RegionalTransportationPlan> is an interactive website specifically developed for the Regional Transportation Plan. A similar format site was developed for the 2016 Active Transportation Plan at <http://www.trpa.org/ActiveTransportationPlan/>. These sites are highly visual and user friendly and provide key information while also providing access to resources for users to learn more.
- [www.Laketahoeinfo.org](http://www.Laketahoeinfo.org) is an interactive site that provides user friendly information via dashboards, detailed demographic data sets, monitoring and performance data, and the regional Environmental Improvement Program Project Tracker that includes all transportation projects on the constrained and unconstrained list.

<sup>3</sup> This total is also captured in the total for proactive and quantitative outreach and is not included in the overall total.

## Monthly Newsletter

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TRPA established a monthly electronic newsletter in 2014 to keep people informed about project updates and opportunities for input. The newsletter has over 970 subscribers. The newsletter is one of the primary ways that TRPA provides updates to the public with news, events, and ways to provide input.



## Tahoe Talks

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The Tahoe Talks Series, initiated in fall 2014, is a monthly lunchtime forum of community members and industry experts who present and discuss ideas on transportation, the environment, and the economy. The forum is free to the public and includes an hour of presentations or webinars followed by a half hour of discussion. TRPA, in partnership with other local organizations and agencies, hosts the Tahoe Talks Series with the aim of stimulating conversation and education around new ideas among the Region's citizens and partner agencies. The series is held on the North and South Shores.

## Spanish Language Outreach

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To ensure the transportation system is meeting the needs of traditionally underserved community members, TRPA proactively reaches out to the Latino community. TRPA provides translation services, childcare, and food at public workshops and ensures locations are accessible by transit. On the South Shore, staff attended Cafecitos meetings, a Spanish-language parent-teacher group. On the North Shore, staff completed door-to-door surveys. Over 100 surveys were collected in Spanish for both the Active Transportation Plan survey and the 2017 Regional Transportation Plan survey.

### Latino Community Key Findings:

- 🔦 A protected bike lane would encourage more people to ride their bicycle on U.S. Highway 50.
- 🔦 More lighting is needed in residential areas for walking home from the bus at night.
- 🔦 Spanish-language survey respondents ranked environment, system maintenance, and safety the highest.
- 🔦 A need for more bus shelters in highly-used neighborhood locations.

## Association Meetings

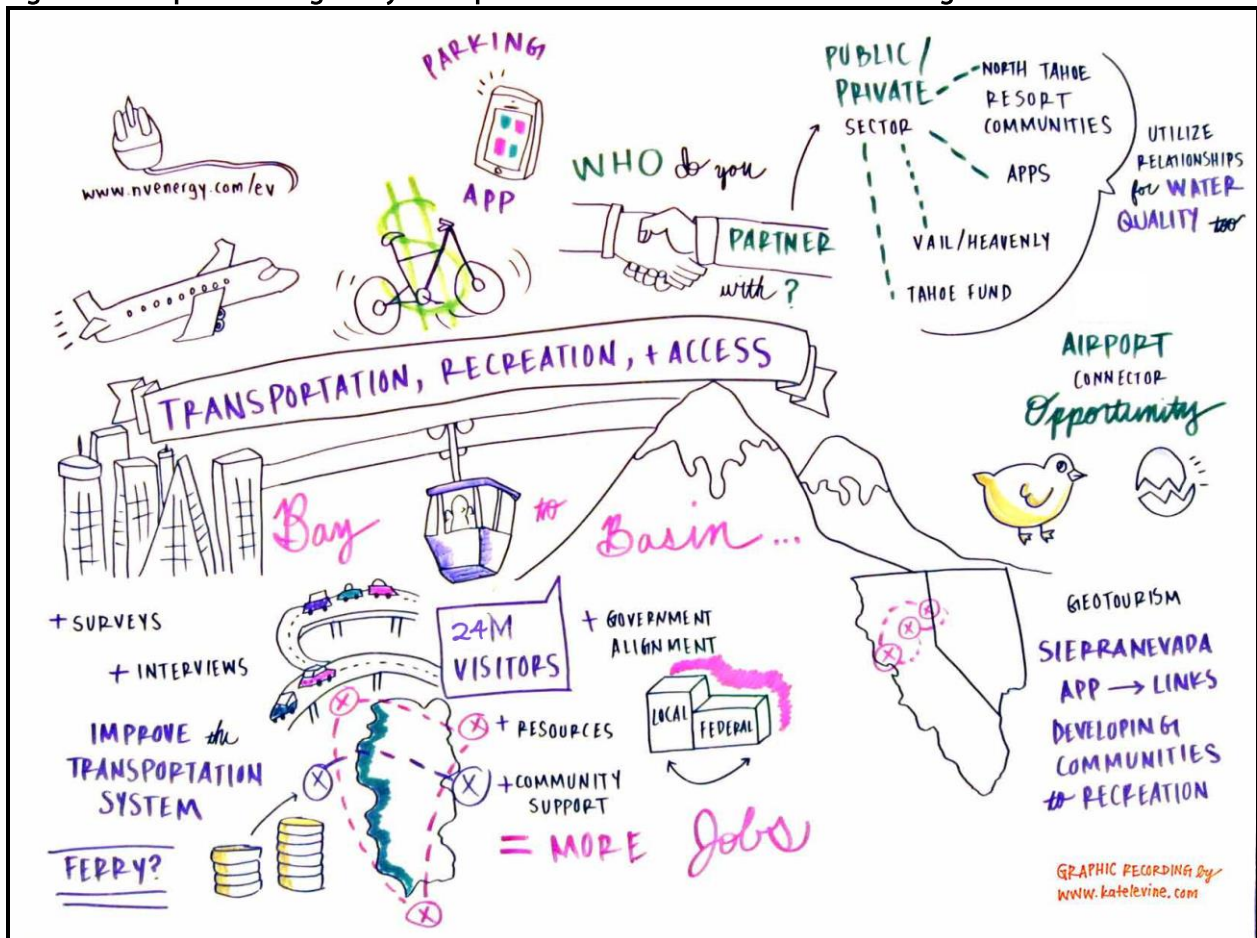
A recommendation that came out of the stakeholder outreach assistance provided by Community Transportation Association of America was to begin regularly attending meetings of traditionally underserved groups in the Region. While TRPA had already identified giving presentations and soliciting feedback at existing association meetings as a key strategy, and regularly participates in some standing meetings, such as chamber of commerce and transportation management association meetings, staff started regularly attending additional meetings. TRPA began attending the meetings of the Lake Tahoe Community Collaborative on the South Shore and the Community Collaborative of Tahoe-Truckee, both of which are monthly gatherings of representatives from social service organizations. Being a part of these meetings helps provide staff with greater insight on major issues facing Lake Tahoe populations, particularly those of traditionally underserved or hard-to-reach groups. The functionality of the transportation system may have a direct bearing on many of these issues, such as access to health services or availability of affordable housing. Understanding how these issues affect Lake Tahoe communities helps staff better integrate solutions into transportation efforts early in the process. TRPA attends and presents at multiple association meetings around the Region. For a full list of outreach conducted by TRPA staff for the regional Transportation Plan see Table C.3.

**Table C.3: Detailed List of Regional Transportation Plan Public Outreach: February – July 2016**

Date	Group Name	Group Type	Activity	Number of Participants
2.25.16	North Lake Tahoe/Truckee Leadership Program	Community	Presentation	60
3.2.16	Leadership Lake Tahoe	Community	Panel	25
4.14.16	NDOT's Cave Rock Tunnel Extension Open House	Community	Booth at Workshop	25
5.3.16	Community Collaborative of Tahoe-Truckee	Social Services Advocacy Group	Presentation	30
5.4.16	JPA Bicycle Advisory Committee	Agency Advisory Committee	Presentation	6
5.9.16	Lake Tahoe Collaborative (South Shore)	Social Services Advocacy Group	Presentation	35
5.10.16	Lake Tahoe Bicycle Coalition Board meeting	Advocacy	Presentation	7
5.16.16	Cafecitos (Bijou)	Latino Community	Presentation	11
5.17.16	North Shore Open House, Kings Beach	Community	Workshop	48
5.20.16	South Shore Transportation Management Association	Public & Private Association	Presentation	6
5.21.16	Lake Village Homeowner Association	HOA	Presentation	30
5.24.16	South Shore Open House, South Lake Tahoe, CA	Community	Workshop	73
6.22.16	TRPA Governing Board	Elected Officials	Presentation	15
7.3.16	Marla Bay Homeowners Association	HOA	Presentation	35
8.2.16	North Shore Breakfast Club	Community & Agency	Presentation	54
7.21.16	Live at Lakeview, South Lake Tahoe, CA	Community	Booth	0
7.24.16	Concert at Commons Beach, Tahoe City	Community	Booth	0
7.25.16	Washoe CAB	Community Advisory	Presentation	25
7.30.16	N/A	Community	Survey	327
<b>Total Participants:</b>				<b>812</b>

In 2015 TRPA hosted Connections 2015, a sustainability conference. The conference was widely attended by over 50 representatives from local and mega-region jurisdictions, state and local resource agencies, non-profits, water districts, universities, transportation management associations, and more. Participants brainstormed solutions related to transportation, recreation, and public access. Several key concepts and action categories were identified including enhancing partnerships, transit, sustainable recreation, technology, and the local economy. These concepts are evident throughout the 2017 Regional Transportation Plan. As part of the conference a graphic artist captured meeting notes in the form of a drawing. The results from the transportation, recreation, and public access brainstorm session are illustrated in Figure C.2.

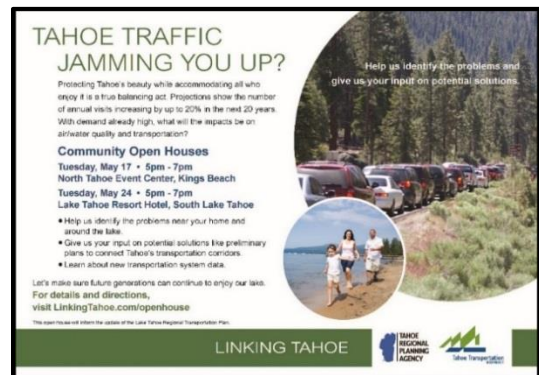
Figure C.2: Graphic drawing of key concepts from Connections 2015 brainstorming





## Community Open Houses

TRPA held two community open houses to gather feedback specifically on the concepts and projects presented in the 2017 Regional transportation Plan / Sustainable Communities Strategy. The open houses were held on May 17, 2016 at the North Tahoe Events Center in Kings Beach, California, and on May 24 at Lake Tahoe Resort Hotel in South Lake Tahoe, California. Over 100 people total attended both events. TRPA worked jointly with TTD to illustrate proposed transportation concepts and projects in the regional transportation plan and the upcoming Corridor Connection Plan. TRPA and TTD developed visually attractive booths, interactive posters, and a survey to provide multiple options for feedback. These materials educated the public on the significant challenges the transportation system faces related to moving high numbers of visitors, commuters, and residents. Materials also presented a variety of options for addressing challenges and asked participants to vote for their preferences.



Community Open House Advertisement



Community Open House  
Photo: TRPA

Table C.4: Recurring public comments from the 2017 Regional Transportation Plan Survey

Location	Type	Common Public Recommendations
Kings Beach & Tahoe City	Walking, Traffic	Better circulation of traffic in Kings Beach and Tahoe City, particularly with how pedestrians cross the roadway. In Kings Beach the pedestrian crossing with relation to the roundabouts seems to be problematic.
Everywhere	Biking, Transit, Parking	Maintain infrastructure year-round. When parking lots and bike trails are closed in the winter, there is no access (applies to backcountry skiing access also)
Marla Bay/US 50 East Shore	Roadway	Road diet between Marla Bay and Glenbrook; unsafe crossing at Warrior Way
Viking Way, South Shore	Roadway	Roundabout or improvements to traffic congestion here
Everywhere	Transit	Beach/Recreation Area shuttle
North Upper Truckee & South Shore	Roadway	Weekend traffic blocking neighborhood travel and speeding through neighborhoods, making neighborhoods very unenjoyable for locals

## Informational Meetings

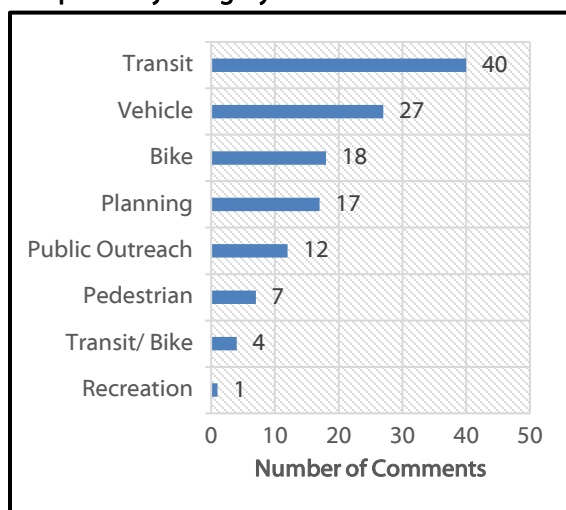
At the state level, California SB 375 specifies that metropolitan planning organizations must conduct informational meetings for members of each county board of supervisors and city councils as part of the outreach for the sustainable communities strategy. The purpose of these meetings is to discuss the sustainable communities strategy, including key land use and planning assumptions, with these elected officials, and to solicit and consider their input and recommendations.

TRPA held these meetings on January 27, 2016 at the TRPA Governing Board meeting in Kings Beach, Placer County, California, and on April 8, 2016, at the Tahoe Transportation Commission meeting in South Lake Tahoe, El Dorado County, California. TRPA noticed both informational meetings through the county clerk's offices in Placer County, El Dorado County, and the City of South Lake Tahoe. In addition to these formal informational meetings, TRPA staff makes frequent presentations to both the TRPA Governing Board and the Tahoe Transportation Commission on the progress of, and concepts in, the 2017 Regional Transportation Plan.



## Public Hearings

**Figure C.3: Number of comments received from the public by category**



California SB 375 also requires that multiple-county metropolitan planning organizations, such as TRPA, must hold at least three public hearings for the sustainable communities strategy. To the maximum extent feasible, the hearings shall be in different parts of the Region to maximize the opportunity for participation by members of the public throughout the Region. TRPA held these hearings on January 27, 2016, at the TRPA Governing Board meeting, in Kings Beach, Placer County, California, and on April 8, 2016, at the Tahoe Transportation Commission meeting held at Inn by the Lake in South Lake Tahoe, in El Dorado County, California, and on March 10, 2017, at the Tahoe Transportation Commission Meeting, held in Kings Beach, California.

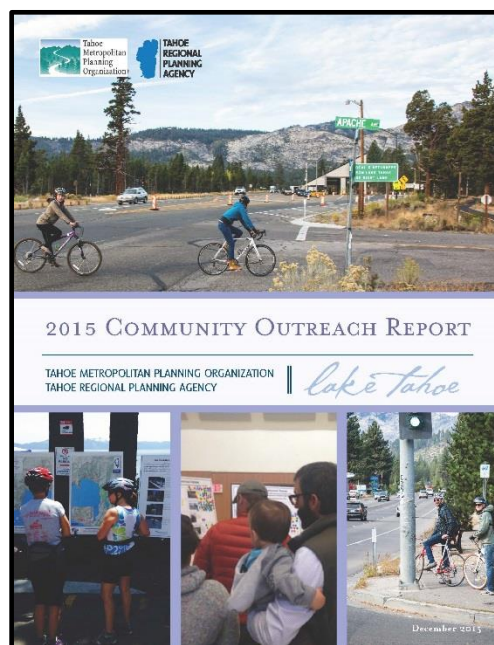
## Online Opportunities & Surveys

TRPA and TTD complemented the in-person community workshops with an online version. Staff created an online slide show with an electronic survey open for the month of July 2016. TRPA uses surveys to offer the public an opportunity to engage and provide feedback on transportation questions. The surveys, offered both electronically and in a paper format, often use photographs, renderings, graphics, and other visualization tools to help the public understand different transportation options and to make the surveys a fun and easy way to participate in the planning process. TRPA aims to reach the diverse groups who utilize the regional transportation system,

including full time and seasonal residents, occasional visitors, and people who commute into the Region for work.

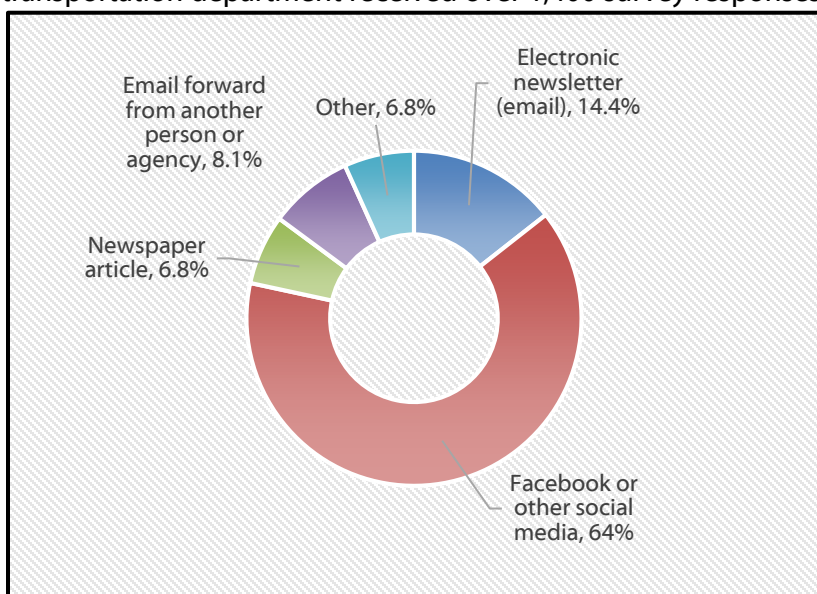
## Survey Results

This planning cycle TRPA released three surveys that gathered information in support of the 2017 Regional Transportation Plan / Sustainable Communities Strategy. The first was an Active Transportation Plan Survey released in March 2015, which gathered respondent preferences on the Lake Tahoe Region's bicycle and pedestrian network. The survey sought to understand current mobility patterns and identify specific locations within the network that are working well or need improvements. The survey also included questions about crash history, user comfort level on existing infrastructure, and the types of infrastructure that would encourage increased use. TRPA recorded over 650 responses to the survey and used the information to inform recommendations in the 2016 Active Transportation Plan and 2017 Regional Transportation Plan. Also, respondent-identified locations of high discomfort for bicyclists and pedestrians were added to the regional transportation plan's project evaluation tool as a measure of how well a project addresses safety. This information was consolidated and analyzed in the 2015 Community Outreach Report, located online at [www.trpa.org/transportation](http://www.trpa.org/transportation).



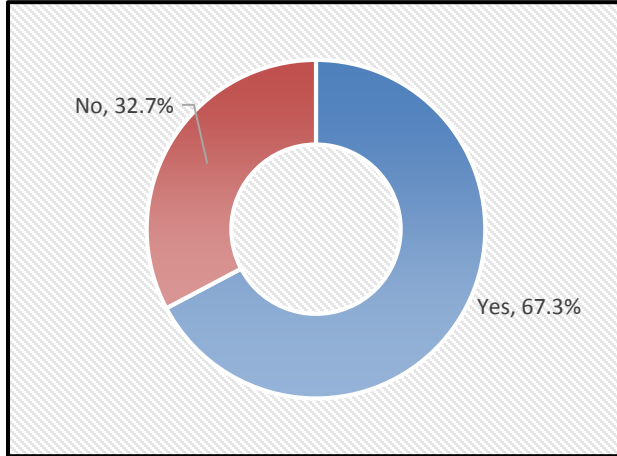
TRPA initiated two other surveys that inform this plan. One solicited input on the draft vision, goals, and proposed projects. This survey also was used as an educational tool regarding knowledge of the transportation system, and to solicit feedback on parking management strategies, funding mechanisms, and more. This survey garnered 227 English speaking respondents and 100 Spanish speaking respondents. The other survey supported the Tahoe-Truckee Plug-In Electric Vehicle Infrastructure Readiness Plan, and gathered input on vehicle ownership trends that may influence deployment of electric vehicle charging infrastructure in the Tahoe Region. This survey garnered 424 respondents. In total, TRPA's transportation department received over 1,400 survey responses. The following figures are select results from the 2017 Regional Transportation Plan and Corridor Connection Plan survey.

**Figure C.4: How survey respondents learned about the survey**





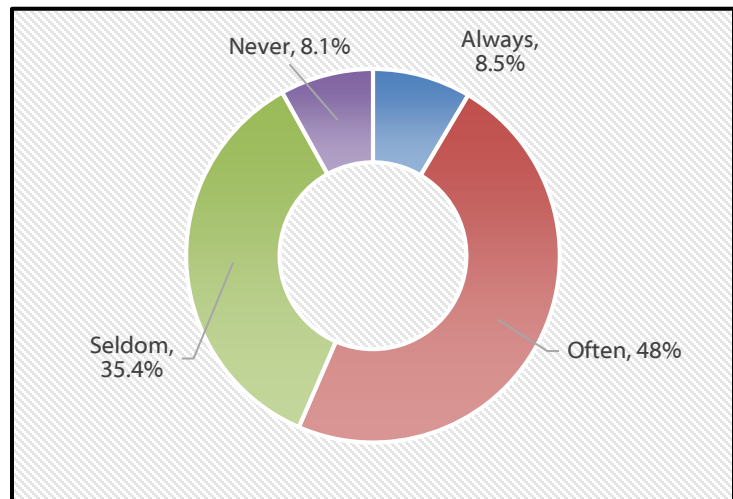
**Figure C.5: Knowledge of Transportation system impact on Lake Clarity**



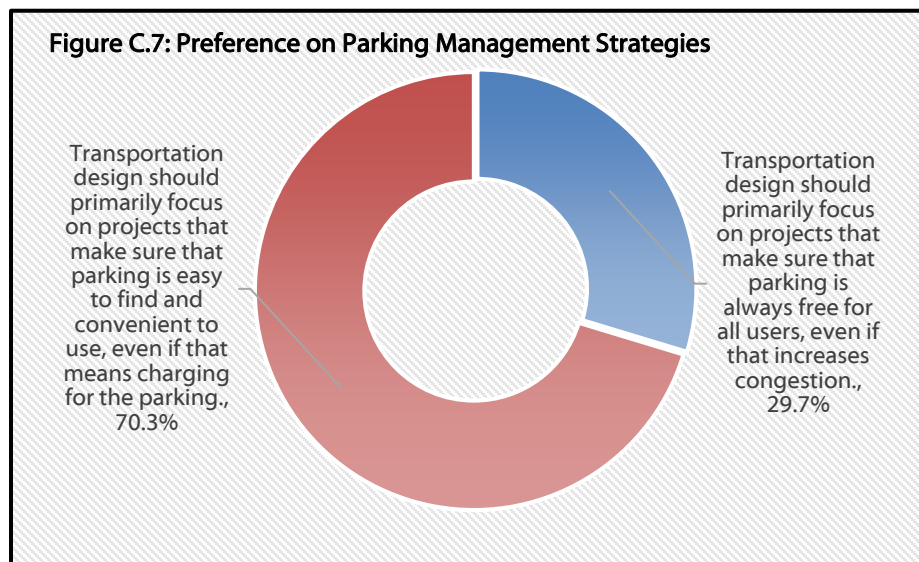
*According to a report from the Lahontan Water Quality Control Board and Nevada Division of Environmental Protection, over 70% of the particulates impacting Lake Tahoe clarity are coming from the transportation system and built environment. Were you aware of this fact?*

*If a convenient, frequent, dependable, and reasonably priced public transit system was available to residents, would you use it?*

**Figure C.6: Transit Use Preference**



**Figure C.7: Preference on Parking Management Strategies**



*Please choose which of the following two statements comes closer to a transportation system which you would like to see in Lake Tahoe?*



Figure C.8: Preference on Regional and Local Funding Mechanisms

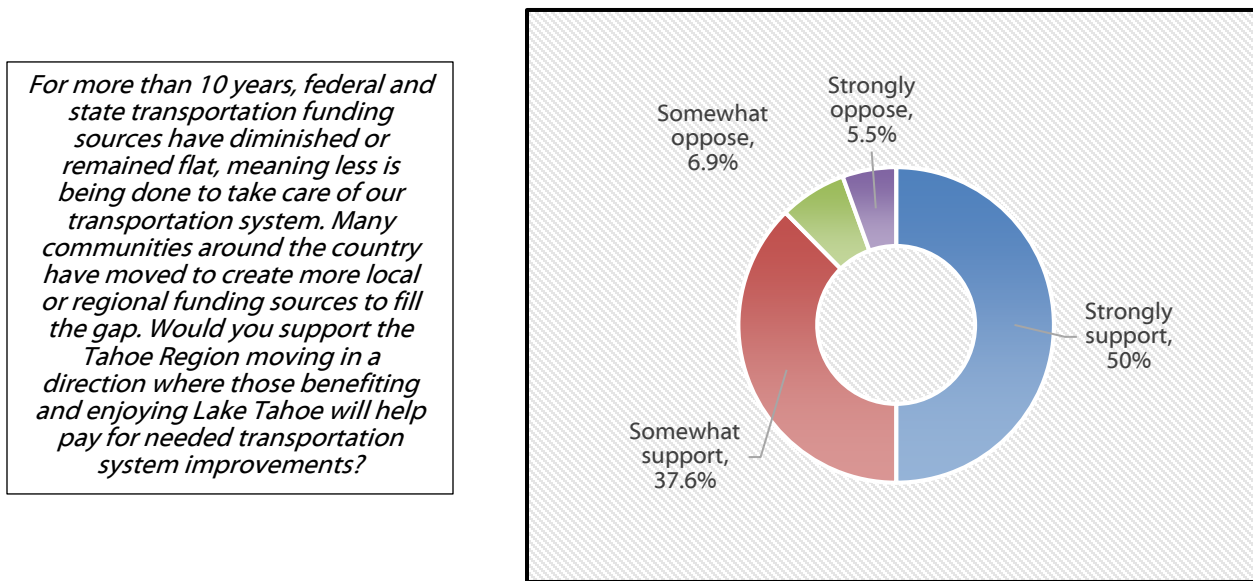
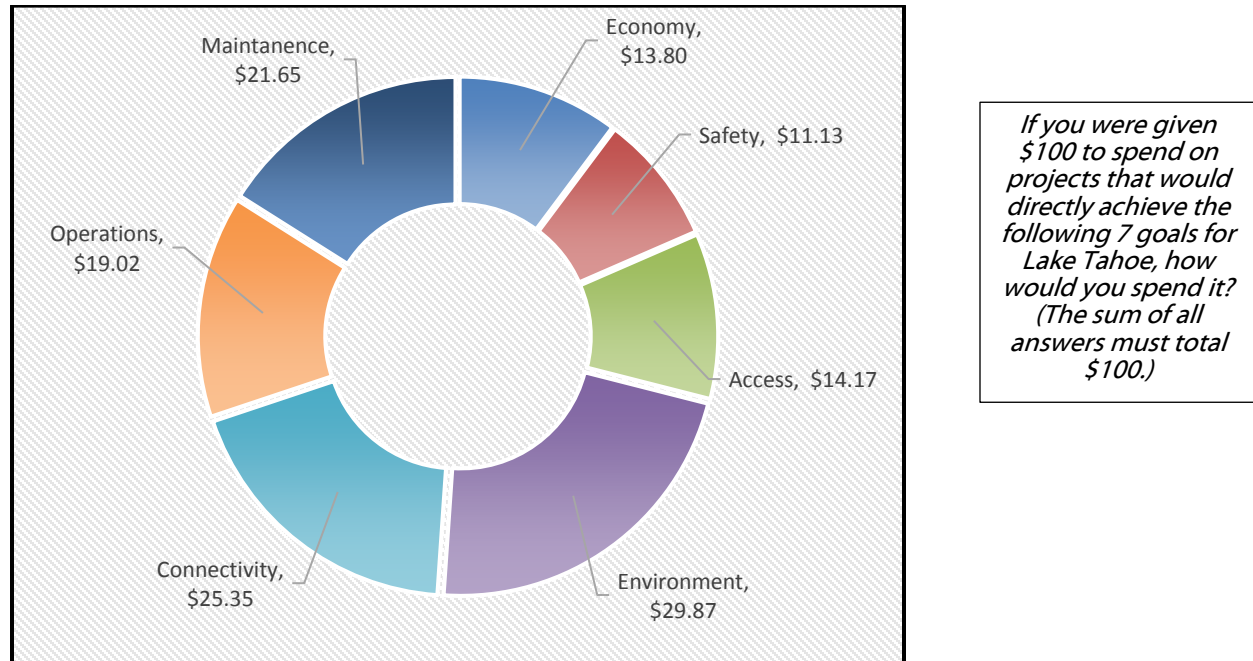
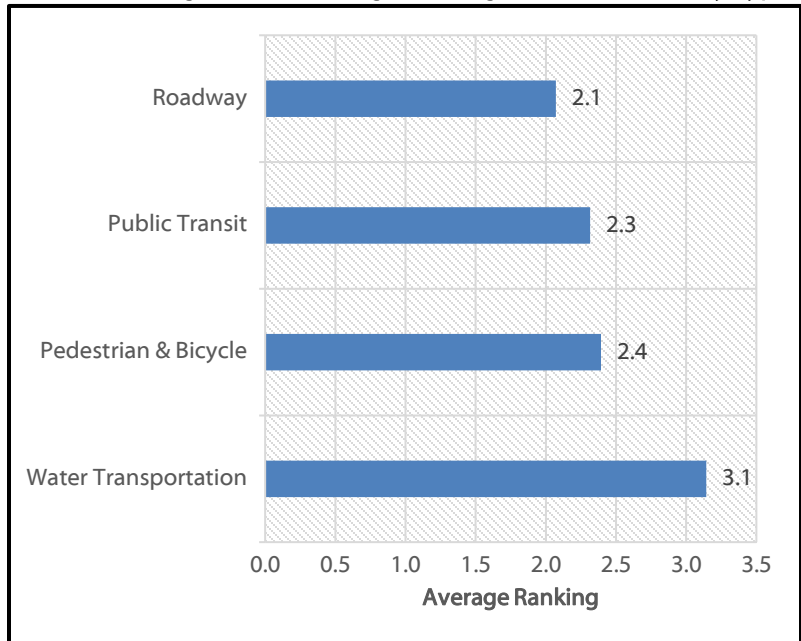


Figure C.9: Average of Dollar Amount Community Would Spend by Project Type

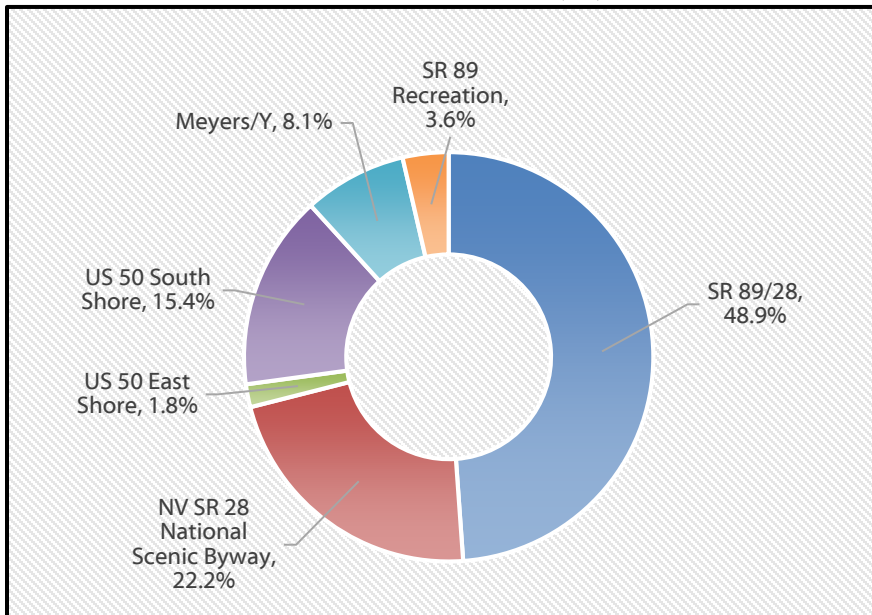


*How would you prioritize the need for improvements for the following transportation facility types? (1 = Highest Priority, 4 = Lowest Priority).*

**Figure C.10: Average Ranking of Preferred Facility Types**

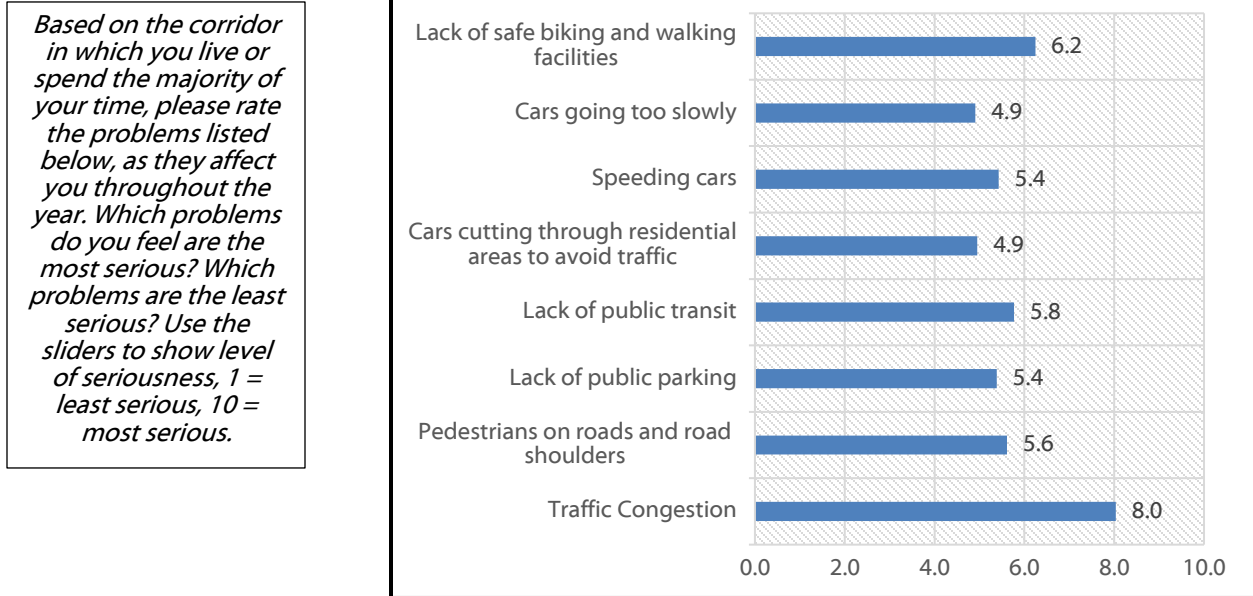


**Figure C.11: Percentage of Visitation or Residency by Corridor**

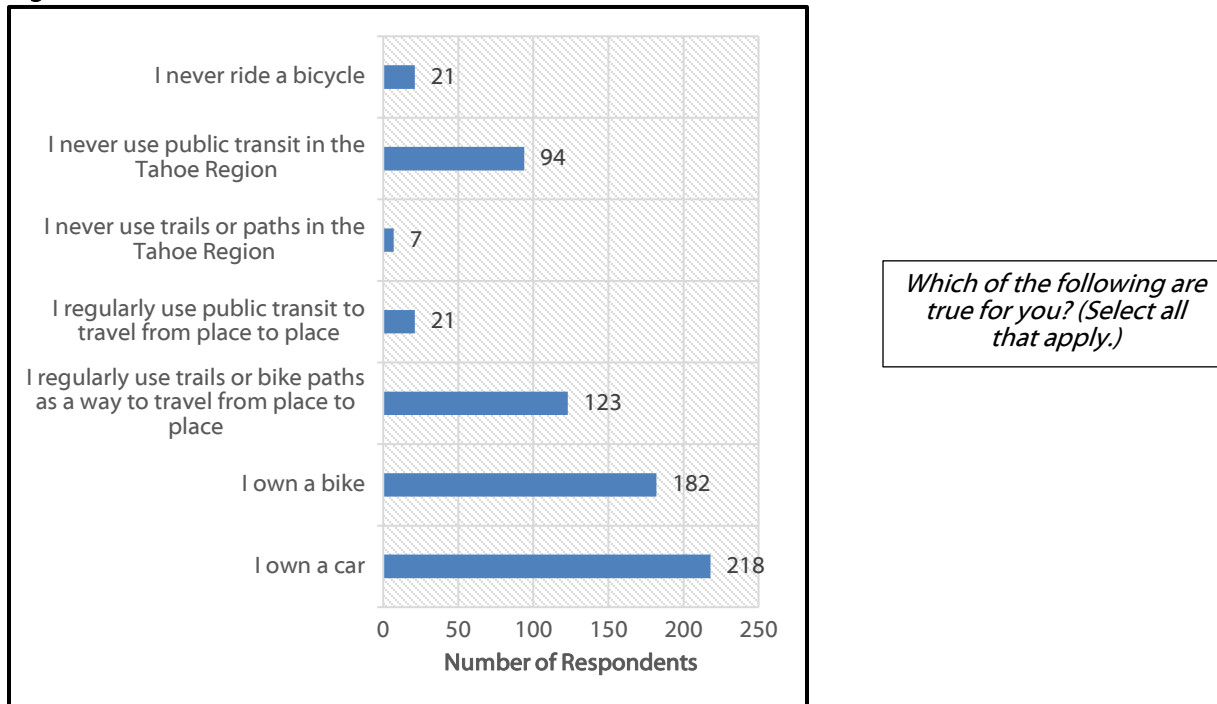


*In which Corridor do you live or spend the majority of your time when visiting?*

**Figure C.12: Average Ranking of the listed Problems**



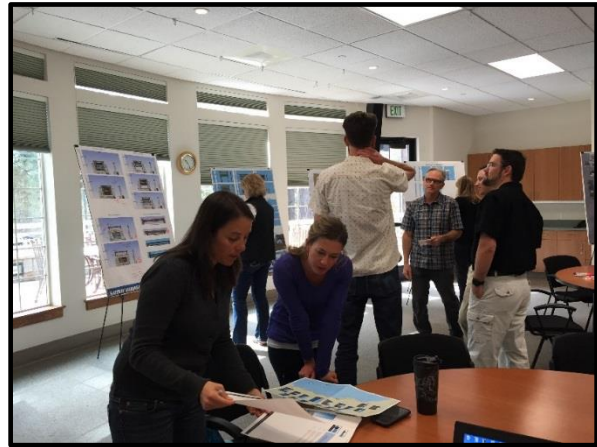
**Figure C.13: Travel Mode Use**



## California Senate Bill 375 Requirements for Public Outreach

Actions the regional agency intends to take to meet SB 375 requirements are incorporated into the public participation plan and must include:

- 👤 Outreach to encourage the active participation of a broad range of stakeholder groups in the planning process, including but not limited to affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.
- 👤 Consultation with congestion management agencies, transportation agencies, and transportation commissions.



**SR 28 Signage Master Plan Meeting**  
Photo: Morgan Beryl

In accordance with these requirements, the TRPA updates mailing lists to include all the required organizations, agencies, and groups. These groups are contacted through the TRPA Transportation E-Newsletter, personal email, phone, and hardcopy mail.

### The TRPA e-mail list includes the following groups:

- |  |   |
|--|---|
| 👤 Citizens   | 👤 Transportation advocates  |
| 👤 Tourism  | 👤 Neighborhood and community groups   |
| 👤 Reduction of risk of natural disasters   | 👤 Home builder representatives  |
| 👤 Affected public agencies   | 👤 Broad-based business organizations  |
| 👤 Representatives of public transportation employees   | 👤 Landowners  |
| 👤 Freight shippers   | 👤 Commercial property interests   |
| 👤 Representatives of users of public transportation HOAs, newspaper, websites that reach visitors – send them the survey | 👤 Homeowner associations  |
| 👤 Providers of freight transportation  | 👤 Taxi associations   |
| 👤 Private providers of transportation  | 👤 Limousine services  |
| 👤 Representation of users of pedestrian walkways and bicycle transportation facilities                                   | 👤 Large employers in the Lake Tahoe Region – Safeway, Raley's, Vail, Grocery Outlet |
| 👤 Representatives of the disabled  | 👤 School Districts  |
| 👤 Affordable housing advocates   | 👤 Uber  |
|  | 👤 Lyft  |



Additional SB 375 public outreach requirements and TRPA's activities to meet requirements are illustrated in Table C.5.

**Table C.5: SB 375 public outreach requirements and TRPA activities**

SB 375 Requirement	Outreach Activity	Date
(2D) The metropolitan planning organization shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy, if any. The metropolitan planning organization may conduct only one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.	TRPA Governing Board Meeting (Kings Beach, CA)	January 27, 2016
	TTD/TTC Meeting (Inn by the Lake, South Lake Tahoe, CA)	April 8, 2016
(2E) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy	TRPA 2016 Public Participation Plan	Approved July 2016
(2Ei) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, tourism organizations, landowners, commercial property interests, and homeowner associations.	Public workshops, online and hardcopy surveys, attended association meetings, and public events.	January 2014 - October 2016
(2Eii) Consultation with congestion management agencies, transportation agencies, agencies responsible for reducing the risk of natural disasters, and transportation commissions.	Corridor Connection Plan Project Development Team meetings	June 3, 2015 October 7, 2015 April 12, 2016
	Regional Transportation Plan Technical Advisory Committee Goals, Policies, and Project List Review	July – October 2016
	TTC/ TTD Presentations	Dec. 11, 2015 January 8, 2016 April 8, 2016 November 18, 2016
(2Eiii) Two workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the SCS and the alternative planning strategy.	North Shore Open House (North Tahoe Events Center, Kings Beach, CA)	May 17, 2016
	South Shore Open House (Lake Tahoe Resort Hotel, South Lake Tahoe, CA)	May 24, 2016

**Table C.5: SB 375 public outreach requirements and TRPA activities continued**

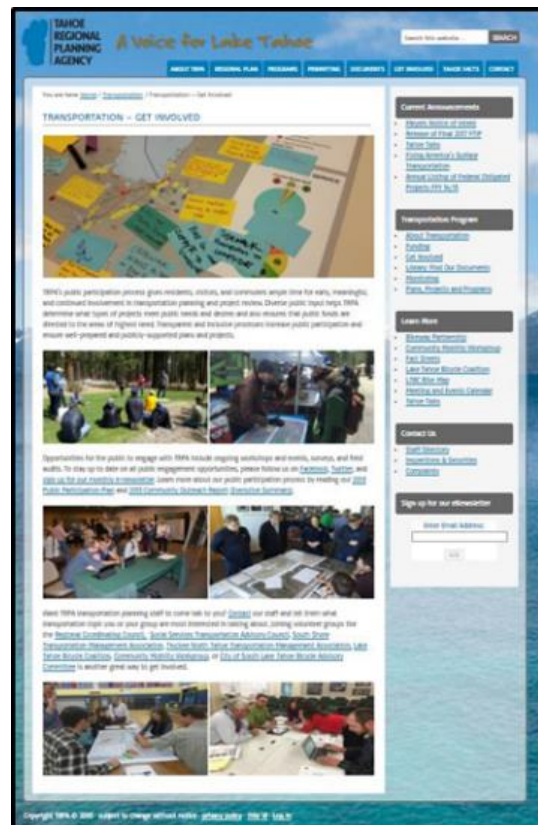
SB 375 Requirement	Outreach Activity	Date
(2Eiv) Preparation and circulation of a draft SCS and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.	Draft available at <a href="http://trpa.org/transportation">trpa.org/transportation</a> by February 22, 2016. Advertised in print in Lake Tahoe newspapers, through TRPA e-newsletter, and TRPA social media outlets.	February 22, 2016
(2Ev) At least three public hearings shall be held (page 66 of RTP Guidelines). To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.	Tahoe Metropolitan Planning Organization (Kings Beach, CA)	January 27, 2016
	TTD/TTC Meeting (Inn by the Lake, South Lake Tahoe, CA)	April 8, 2016
	TTD/TTC Meeting (North Tahoe Event Center, Kings Beach, CA)	March 10, 2017
(2Evi) A process for enabling members of the public to provide a single request to receive notices, information, and updates.	<a href="http://www.trpa.org/transportation/">http://www.trpa.org/transportation/</a>	On-going
(2Ji) Prior to starting the public participation process adopted pursuant to subparagraph (F), the metropolitan planning organization shall submit a description to the state board of the technical methodology it intends to use to estimate the greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy.	TRPA sent a memorandum to Nicole Dolney, Chief of the Transportation Planning Branch at California Air Resources Board (ARB). More information located in Appendix E: 2017 Transportation Conformity.	May 16, 2016
Developing Regional Housing Needs Methodology (4c) Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community. The proposed methodology, along with any relevant underlying data and assumptions, and an explanation of how information about local government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, and how each of the factors listed in subdivision (d) is incorporated into the methodology, shall be distributed to all cities, counties, any sub-regions, and members of the public who have made a written request for the proposed methodology. The council of governments, or delegate sub-region, as applicable, shall conduct at least one public hearing to receive oral and written comments on the proposed methodology.	Developed by SACOG	December 2011
Distribute Environmental Document to federal, state, and tribal land management, wildlife, and regulatory agencies. (Raymond Hess RTP checklist): A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.	When draft is released sent by email, through e-newsletter, posted on social media, mailed hardy copy, and available online.	February 22, 2017

**Table C.5: SB 375 public outreach requirements and TRPA activities continued**

SB 375 Requirement	Outreach Activity	Date
Send letters with link to draft RTP to all the agencies on the TAC, requesting comments. (page 73, RTP Guidelines).	When draft is released sent by email with link to online location	February 22, 2017
If responses not received, send a follow-up letter asking why a response was not received (Page 73, RTP Guidelines)	Will send email one week prior to close of comment period.	March 17, 2017
Conformity consultation requirements - document the consultation that you did.	Located in Appendix E: 2017 Transportation Conformity	

## Ongoing Outreach and Engagement

TRPA staff conducts ongoing outreach and continues contact with agency stakeholders, nonprofits, advocacy groups, and the public. A continuous presence at association meetings, through the electronic newsletter, social media, and events will provide opportunities for ongoing feedback on how the plan is being implemented and updated community needs. Staff will catalogue new issues that need to be addressed in the next regional transportation plan update in 2021. Additionally, through stakeholder processes TRPA will engage agencies, organizations, private entities and the public to help bring life to the projects and programs identified throughout this plan.



**TRPA Website for Transportation Public Outreach**

## Agency and Inter-Governmental Consultation and Cooperation Overview

In developing transportation and land use plans TRPA collaborates closely with multiple public agencies, a tribal government, and a cross section of private stakeholders. This section lists all partners consulted in development of the 2017 Regional Transportation Plan as well as the consultation procedure documentation as required by FAST ACT and by CFR 450.201 and 450.316.

TRPA and TTD invited a broad array of agencies and groups to be part of a project development team to provide ideas on both the Corridor Connection Plan and the Regional Transportation Plan / Sustainable Communities Strategy. These representatives were from local jurisdictions, neighboring regions such as Washoe Regional Transportation Commission and the Carson Area Metropolitan Planning Organization, state and federal implementing agencies such as California and Nevada State Parks, Caltrans, NDOT, and the U.S. Forest Service, and federal funding and planning agencies such as the Federal Highway Administration. The project development team met four times between 2015 and 2016 to identify goals, key issues, and possible solutions for each of the eight highway corridors in the Lake Tahoe Region. The ideas that came out of these workshops have directly informed the transportation system proposed in this plan. TRPA also made frequent presentations to the Tahoe Transportation Commission Board, as well as identifying a group of representatives from local, state, surrounding regions, and federal agencies to serve as a feedback group on individual sections of the Regional Transportation Plan / Sustainable Communities Strategy, as appropriate.

Some of the greatest impacts to Lake Tahoe's environment and the transportation system come from the high number of visitor trips from outside the Region. Visitor trips make up nearly 50 percent of all vehicle miles traveled, therefore working closely with outside partners from surrounding population centers is extremely important. These partnerships help develop successful strategies for capturing visitor trips on transit or spreading these trips out over different times to reduce congestion. TRPA has been expanding collaboration with surrounding partners to identify transportation solutions and work toward common interests. In addition to having partner agencies serve on the project development team, TRPA worked with Sacramento Area Council of Governments to complete a series of interviews of staff from the Washoe Regional Transportation Commission, Placer County Transportation Planning Agency, the Nevada County Transportation Commission, Placer County, and the Tahoe Transportation District on barriers to transportation solutions to address travel into the Lake Tahoe Region. The interviews were followed up by a workshop in January 2017.



**Regional Transportation Plan & Corridor Connection Plan PDT**



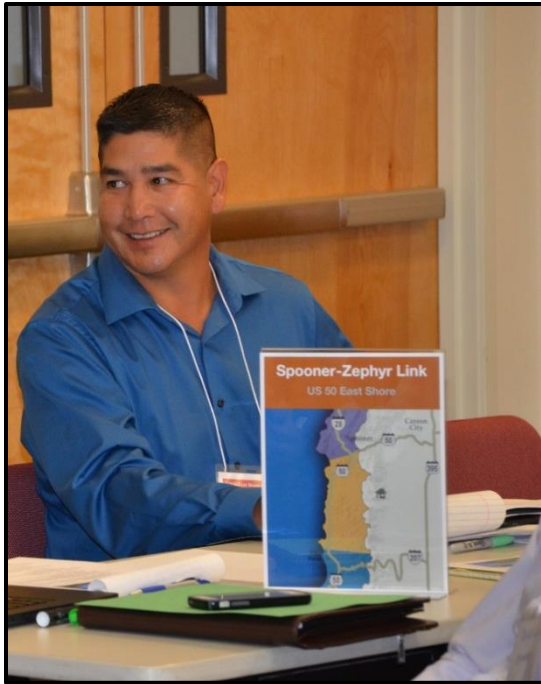
## Technical Advisory Committee

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TRPA utilizes a technical advisory committee (TAC) for input on the projects, goals, and policies located in the regional transportation plan. TAC members are listed below.

Kurt Althof	Tahoe City Public Utility District
Erin Casey	Placer County Executive Office
Derek Chernow	California Department of Conservation
Greg Chew	SACOG - Housing
Ruth Coleman	California State Parks
Darrel Cruz	Washoe Tribe
Amy Cummings	Washoe RTC
Woodrow Deloria	El Dorado County Transportation Commission
Dan Doenges	Washoe RTC
Azadeh Doherty	SACOG
Paul Enos	Nevada Trucking Association
Jon Erb	Douglas County Public Works
Brendan Ferry	El Dorado County
Mike Gabor	USFS-LTBMU
Chris Gansen	California Governor's Office of Planning and Research
Dirk Goering	Carson City Public Works/Carson Area Metropolitan Planning Organization
Carl Hasty	Tahoe Transportation District
Elijah Henley	Central Federal Lands
Heidi Hill Drum	Tahoe Prosperity Center
Wade Hobbs	Federal Highways Administration, CA Division
Stephanie Holloway	Placer County
Loren Holt	North Tahoe Public Utility District
Clint Holtzen	SACOG - Planning
Jay Howard	Nevada State Parks
Aaron Hoyt	Placer County Transportation Planning Agency
Dan Inouye	Washoe County Health District Air Quality Management Division
Ray Jarvis	City of South Lake Tahoe
Sig Jaunarajs	Nevada Division of Environmental Protection
Heather King	Air Resources Board
Ted Koch	US Fish and Wildlife
Peter Kraatz	Placer County
Robert Larsen	Lahontan Regional Water Quality Control Board
Christina Leach	Federal Highways Administration, NV Division
William Leady	U.S. Army Corps of Engineers
Kacey Lizon	SACOG
Ted Matley	Federal Transit Administration
John McCamman	California Department of Fish and Game
Richard Moorehead	Placer County
Arthur Murray	California Department of Transportation
Karina O'Connor	U.S. Environmental Protection Agency, Region 9
Patrick Pittinger	Carson City Public Works/Carson Area Metropolitan Planning Organization
Sondra Rosenberg	Nevada Department of Transportation
Tamara Sasaki	Calif. Dept of Park & Recreation, Sierra District
Dave Solaro	Washoe County
Tara Styer	Tahoe Transportation District
Steve Teshara	SSTMA
Laura Whitney	U.S. Army Corps of Engineers
Indra Winquest	Assistant Parks & Recreation Director
Mike Woodman	Nevada County Transportation Commission
Jaime Wright	Truckee-North Tahoe Transportation Management Association
Patrick Wright	California Tahoe Conservancy
Shawn Yadon	CEO

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**Regional Transportation Plan & Corridor Connection Plan PDT**

The Washoe Tribe of Nevada and California is an important partner in transportation planning at Lake Tahoe, as Lake Tahoe is the traditional center of the Washoe world. The tribe owns and manages land in the Region, such as Meeks Bay Resort and Marina and Cave Rock on the East Shore of the lake that serves as a transportation gateway into Lake Tahoe. The Washoe are the original inhabitants of the Lake Tahoe Region. The Tribe and TRPA have acknowledged the mutual benefit of a formalized process for communication for land, transportation, and resource management decision making and other governmental relations. Both parties have a strong interest in the protection of social, biological, and tribal cultural resources in the Lake Tahoe Region and recognize that collaboration and cooperation is the best method to achieve these goals.

Transportation planning staff meet one-on-one with the Washoe Tribe to share information and updates on transportation projects and issues. Tribal staff actively participated on the project development team for the Corridor Connection Plan and the 2017 Regional Transportation Plan. The Tribe also serves on project development teams for specific projects, such

as the Nevada Stateline to Stateline Bikeway. The Tribe is a voting member of the Tahoe Transportation Commission (TTC) and the Advisory Planning Commission (APC), which are the advisory bodies to TRPA/TMPO. Regular communication between the Tribe and TRPA serve as another method for both parties to discuss any other issues that may arise through formal consultation.

On June 8, 2016 TRPA staff met with the Washoe Tribe at their offices in Garnerville, NV to discuss the update to the Regional Transportation Plan, updating our memorandum of understanding for formal government to government consultation, and any other issues related to transportation projects, programs, and planning. Morgan Beryl, Karen Fink, and Nick Haven of TRPA and Chairman Neil Mortimer, Kenneth Cruz, Darrel Cruz, and Rob Beltramo of the Washoe Tribe attended this meeting. The projects and programs found in the 2017 plan take into account the feedback the Washoe Tribe provided on June 8, 2016. The main topics we discussed at our meeting and their inclusion into the plan are described below:

- 1. Reducing Congestion as a Regional Goal:** Managing congestion is a major theme throughout the 2017 plan and will continue to be a focus of transportation planning through the development of the congestion management process. TRPA/TMPO is now designated as a Transportation Management Area which requires maintaining a congestion management process. Additionally, the plan has six regional goals, number 4 is: Operations and Congestion Management. Related policies can be found under this goal.
- 2. Maintaining Tahoe's environment while also allowing for more visitation:** Preserving Tahoe's environment while enhancing recreational access by both visitors and residents is also a major theme of this plan. Many of the transit projects located on the constrained (funded) project list increase transit frequency, eliminate costs to passengers, and add routes to recreational destinations. These projects will increase transit ridership reducing reliance on the private automobile. This shift in travel choice will benefit air and water quality by reducing greenhouse

gas emissions and stormwater runoff. Regional Goal 1 of this plan is Environment, though many policies under multiple goals also serve to preserve the environment.

3. **Adaptive roadway management on State Route 89 must consider access to Meek Bay:** There are a few projects on the constrained and unconstrained (unfunded) projects lists that include the Meek's Bay area. The U.S. Forest Service will lead improvements along the SR 89 Recreation Corridor that could include better connecting active transportation infrastructure, improving the parking management system, and increasing transit service through partnerships with Tahoe Transportation District and the Tahoe Truckee Area Regional Transit. Once this planning effort begins, the Washoe Tribe is encouraged to participate in that process. Adaptively managing the roadway, which could include operating the roadway in non-typical ways during peak times is located on the unconstrained project list. This effort will require robust collaboration between multiple partners, of which the Tribe should be an active partner.

### Local Jurisdictions and Districts

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- City of South Lake Tahoe** maintains local roadways, implements transportation projects, manages the South Tahoe airport, and generates local area plans.
- Douglas County** maintains local roadways, implements transportation projects, and generates local area plans.
- El Dorado County** maintains local roadways, implements transportation projects, generates local area plans, and provides demand response transit service for unincorporated areas outside of the City of South Lake Tahoe.
- Incline Village General Improvement District** a quasi-public agency chartered to provide water, sewer, trash, and recreation services for the communities of Incline Village and Crystal Bay, Nevada.
- Placer County** maintains local roadways, implements transportation projects, and operates TART, a public transit service along the west and North shore of Lake Tahoe.
- Tahoe Transportation District (TTD)** facilitates and delivers transportation projects, provides operational authority for transit services within the Region as well as services that serve access to and from Lake Tahoe.
- Tahoe City Public Utility District** builds and maintains bicycle infrastructure projects along the West and North shore of Lake Tahoe.
- Washoe County** maintains local roadways, and implements transportation projects in the Incline/Crystal Bay portion of Lake Tahoe.

### State and Federal Agencies

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- California Tahoe Conservancy** protects and restores the natural environment and promotes public recreation and lake access through building and funding appropriate transportation projects in the Tahoe Region.
- Federal Land Management Agencies for the State of California** will provide a venue to collaboratively facilitate state departments of transportation, local governments, tribal governments, and federal land management agencies in identifying opportunities, benefits, strategies, and guidance for long range transportation planning throughout the state of California. Through interagency coordination, the plan will establish common goals and objectives for maintaining and improving the transportation system (including roads/bridges, trails, and transit) that provide public access to, through and within Federal Lands. Issue areas in the Lake Tahoe Region will be part of the statewide plan. Scenario planning workshops are scheduled for throughout 2017, with a draft plan ready in the fall of 2017.
- California Department of Transportation (Caltrans)** is the state agency responsible for highway, bridge, and rail transportation planning, construction, and maintenance in California. Caltrans

implements multiple roadway improvement projects in the Lake Tahoe Region, and sits on the Tahoe Transportation Commission board.

- Nevada Department of Transportation (NDOT)** is responsible for the planning, construction, operation and maintenance of the highways and bridges which make up the Nevada state highway system. NDOT implements roadway improvement projects on the Nevada highways in the Lake Tahoe Region, and sits on the Tahoe Transportation Commission board.
- US FHWA (Nevada and California Division Office & Central Federal Lands Highway Division)** provides funding to TRPA to carry out the transportation planning process, environmental review, and preliminary engineering and design to complete environmental documentation for transportation projects. As a partner to delivering transportation improvements, the Central Federal Lands Highway Division of FHWA maintains oversight of the funds, and coordinates closely with TRPA on project progress.
- US Federal Transit Administration (FTA)** is an active partner in providing transit capital and operating assistance to the Tahoe Region. Region IX of FTA, located in San Francisco provides planning assistance and guidance on various transit projects in the Region.
- United States Forest Services Lake Tahoe Basin Management Unit (LTBMU)** manages over 75% of the area around the lake. This land includes beaches, hiking and biking trails, wilderness, historic estates and developed recreation areas such as campgrounds and riding stables. The LTBMU manages these lands to provide access for the public and to protect the natural resources of the area. The LTBMU sits on the Tahoe Transportation Commission board.

### Local Emergency Services

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- Emergency Management Community Council (EMCC)** was established in 2006 for the South Lake Tahoe area. The EMCC consists of numerous emergency responders, including El Dorado, Douglas, and Alpine counties.
- Office of Emergency Services (OES)** provides emergency management services to Placer County, in cooperation with local cities and special districts, such as fire and law enforcement agencies. During an active incident, such as a fire or flood requiring emergency sheltering, OES helps to facilitate the resources necessary for first responders to protect the community.
- Washoe County Emergency Management Program** assists local agencies and communities in preparing for emergencies through training, development of plans and procedures, addition of equipment, and other measures which may reasonably be taken to enhance emergency preparedness.

### Neighboring Transportation Agencies and Tribal Governments

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- Carson Area Metropolitan Planning Organization (CAMPO)** designated as the metropolitan planning organization for the Carson Urbanized Area, CAMPO provides inter-regional input on transportation issues.
- Placer County Transportation Planning Agency (PCTPA)** works in conjunction with TRPA to coordinate unmet transit needs, transportation planning over the I-80 corridor, and coordinates transit service to Squaw Valley and Alpine Meadows along S.R. 89 between Tahoe City and the Town of Truckee. The PCTPA is the sister RTPA in Placer County.
- El Dorado County Transportation Planning Commission (EDCTC)** is the regional transportation planning agency for majority of El Dorado county outside of the TRPA boundary. TRPA works very closely with EDCTC on joint planning initiatives involving the US 50 corridor and traveler information technology deployment among other activities.
- Tahoe Douglas Transportation District (TDTD)** coordinates development of the Douglas County five-year Transportation Improvement Plan and approves expenditures of county Transient Occupancy Tax (hotel tax), revenues for transportation purposes at Lake Tahoe.



- 📌 **Washoe County Regional Transportation Commission (RTC)** contracts with Placer County to fund Tahoe Truckee Area Regional Transit (TART) operations in Incline Village and Crystal Bay and provides inter-regional input on transportation issues.
- 📌 **Washoe Tribe of Nevada and California** is a voting member of the Tahoe Transportation Commission and provides input to TPRA on Tribal issues.

### Private Sector and Advocacy Groups

- 📌 **Truckee-North Tahoe Transportation Management Association (TNT-TMA)** founded in 1990, the Truckee-North Tahoe Transportation Management Association is a non-profit, community-based organization that coordinates public-private partnerships and is dedicated to solving traffic congestion and air quality problems in the greater Truckee-North Tahoe-Incline Village Resort Triangle. The TNT-TMA administers the North Lake Tahoe Express which provides affordable airport shuttle service from Reno/Tahoe International Airport to the North Lake Tahoe and Truckee region.
- 📌 **North Lake Tahoe Resort Association (NLTRA)** serves as a forum for local input and recommendations on the planning and development of tourism and community related infrastructure and transportation projects, including transit services, for which the association is a funding partner. The source of NLTRA funding is a percentage of the Transient Occupancy Tax (TOT) funds generated in the North Lake Tahoe area of eastern Placer County. The Placer County Board of Supervisors grants these funds to the NLTRA on an annual basis.
- 📌 **South Shore Transportation Management Association (SSTMA)** founded in 1994, the South Shore TMA is a non-profit community-based organization that coordinates public-private partnerships and encourage the implementation of the Employer Trip Reduction Ordinance.
- 📌 **Lake Tahoe Visitors Authority (LTVA)** markets the South Shore of Lake Tahoe as a unique, world-class, year-round destination to the regional, national and international marketplace to favorably impact the South Shore economy through overnight stays and tourism spending.
- 📌 **Community Mobility Workgroup** advocates for improving active transportation safety, access, and connectivity with an emphasis on infrastructure planning, outreach and education programs.
- 📌 **Lake Tahoe Bicycle Coalition** is a volunteer organization that promotes bicycling through safety campaigns, generation of bike maps, hosting bike events, and advocating for improved bicycle infrastructure in the Tahoe Region.
- 📌 **South Lake Tahoe Joint Powers Authority Bicycle Advisory Committee** enhances the recreational facilities in the South Lake Tahoe area of El Dorado County and consists of the City of South Lake Tahoe, El Dorado County, and Tahoe Paradise Resort Improvement District. The JPA also administers Measure S funds which maintains shared-use paths.

### Plans Reviewed for Consistency

Consultation procedure documents are denoted with an \*.

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